726
W 726

ENGINEERS'

LEVEL BOOK

No. 412 F

726

MICROFILMED

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 ft. wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36 0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

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Indexed to page 21. 2/2/99 mgd.

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South Stations

1.

12-4/47
Bliss
Leonard
Baker
Neale

10.09 AM					
13°	C				
BM	1.428	802.378		800.95	
			7.835		
	339+86 ^{26}				
Gauge			+2.082		
225+84 ^{05}		10.30 A.M.			
BM	3.68	822.86		814.18	
			3.69	814.17	Top Grating
		→	10.19		
		814.17			
			10.19	803.98	Surface of water
	418+32 ^{5}		10.48 AM		
BM	0.0	874.12		874.12	
			14.97	859.15	

Rib #	Lt		Rt
81	3.55		3.75
80	3.64		3.73
79	3.70		3.69
78	3.49		3.75
77	3.58		3.72
76	3.58		3.75
75	3.57		3.74
74	3.59		3.77
73	3.67		3.65
72	3.54		3.80
71	3.58		3.80
70	3.53		3.77
69	3.51		3.76
68	3.45		3.81
67	3.57		3.80
66	3.46		3.70
65	3.59		3.68
64	3.61		3.75

	Lt		Rt
63	3.66		3.68
62	3.67		3.65
61	3.69		3.64
60	3.56		3.75
59	3.47		3.85
58	3.54		3.80
57	3.59		3.75
56	3.61		3.75
55	3.65		3.82
54	3.75		3.69
53	3.67		3.65
52	3.70		3.62
51	3.59		3.61
50	3.67		3.62
49	3.56		3.70
48	3.53		3.65
47	3.78		3.71
46	3.70		3.81

	Lt		Rt	
45	3.52		3.80	
44	3.59		3.77	
43	3.60		3.85	
42	3.61		3.81	
41	3.56		3.71	
40	3.61		3.65	
39	3.53		3.67	
38	3.58		3.78	
37	3.55		3.56	
36	3.57		3.64	
35	3.55		3.76	
34	3.57		3.67	
33	3.56		3.64	
32	3.60		3.69	
31	3.64		3.65	
30	3.51		3.63	
29	3.56		3.58	
28	3.66		3.55	

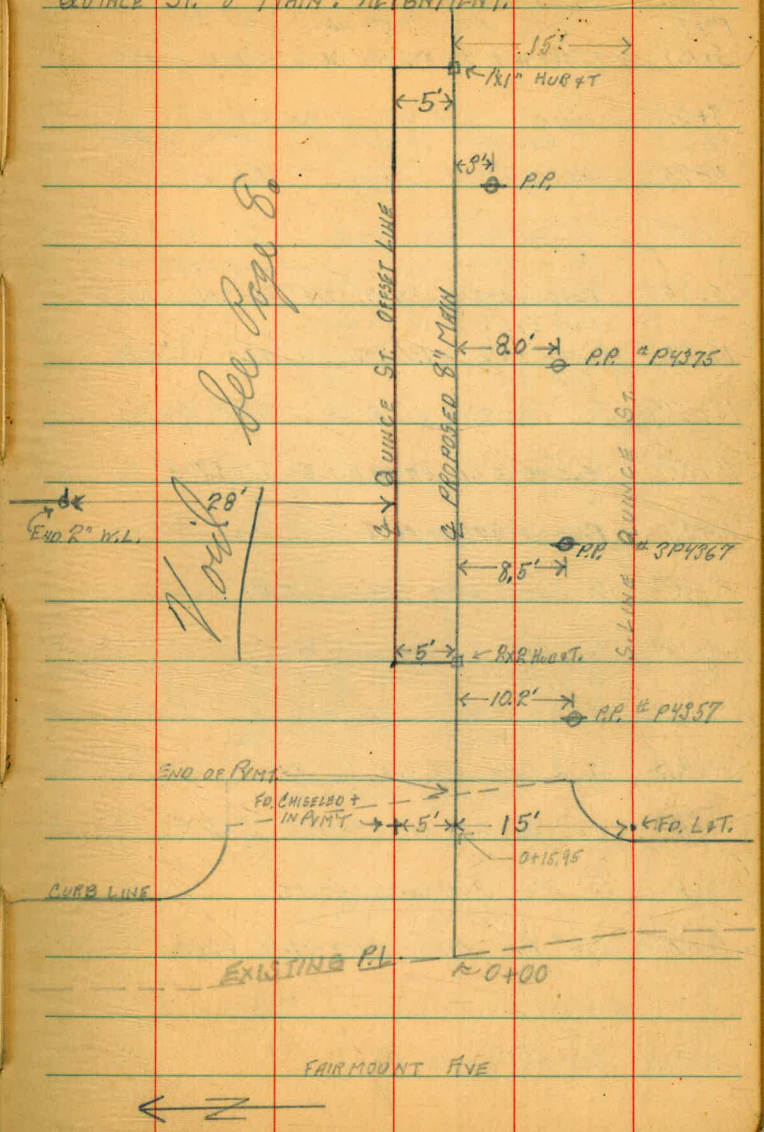
	Lt		Rt	
27	3.75		3.55	
26	3.64		3.67	
25	3.62		3.71	
24	3.58		3.62	
23	3.64		3.58	
22	3.64		3.58	
21	3.56		3.55	
20	3.64		3.56	
19	3.68		3.59	
18	3.65		3.65	
17	3.72		3.55	
16	3.67		3.53	
15	3.64		3.60	
14	3.69		3.63	
13	3.51		3.64	
12	3.58		3.60	
11	3.54		3.64	
10	3.58		3.83	

	Lt		Rt			Lt		Rt	
9	3.71		3.56		-9	3.80		3.61	
8	3.70		3.58		-10	3.85		3.69	
7	3.65		3.67		-11	3.81		3.73	
6	3.63		3.64		-12	3.79		3.76	
5	3.64		3.62		-13	3.78		3.58	
4	3.69		3.63						
3	3.70		3.66		450+28.97 - Mon #1 Readings from this Mon				
2	3.67		3.76						
1A	3.71		3.66						
1	3.67		3.63						
-1	3.71		3.66						
-2	3.69		3.67						
-3	3.69		3.62						
-4	3.72		3.54						
-5	3.76		3.71						
-6	3.75		3.63						
-7	3.76		3.70						
-8	3.75		3.61						

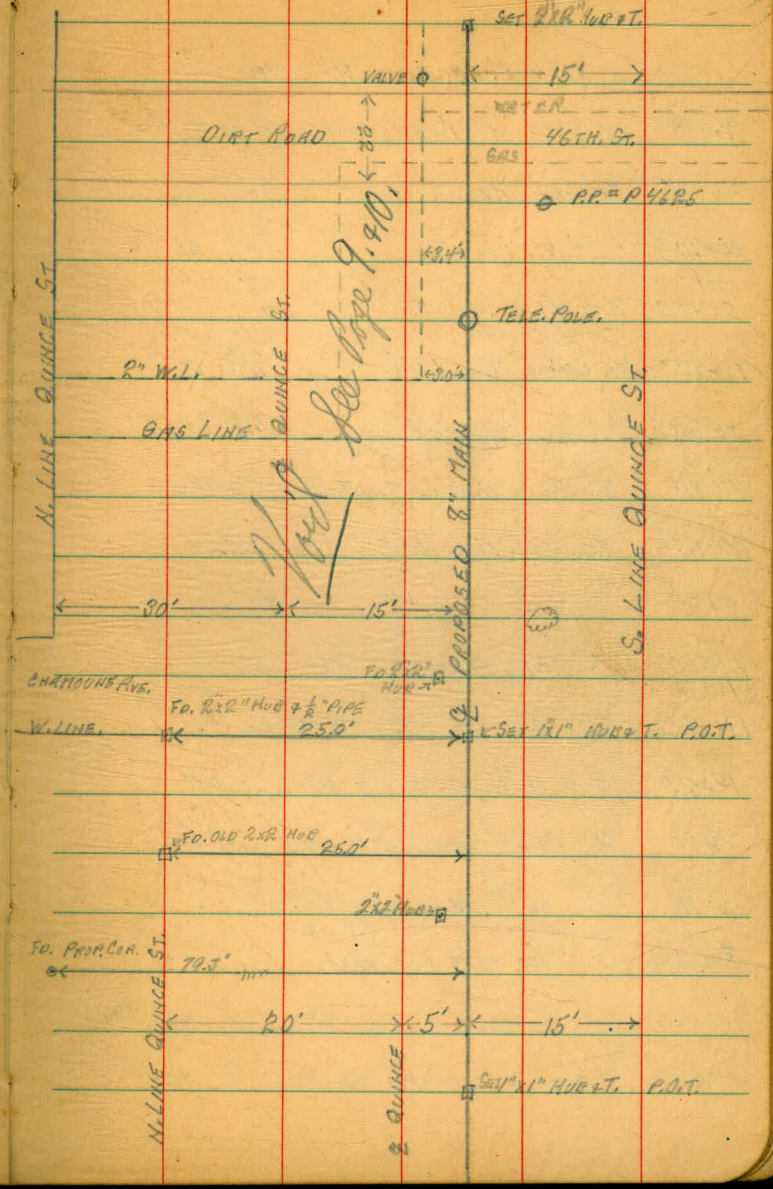
QUINCE ST. 8" MAIN:

P.O.T.	SET 1"x1" HUB & T. ON ORIGINAL LINE.
6+00	5' OFFSET TO RT. TO ORIGINAL LINE.
5+10	BASE OF GUY WIRE TO POLE 8.0' RT.
	S.D. G & E.
4+79	POWER POLE NO NUMBER 8.0' RT.
2+19	BASE OF GUY WIRE TO POLE 13.0 RT.
	S.D.G. & E.
1+97	POWER POLE #P 4375 13.0 RT.
	SEAT VALVE & 1' LONG STUB, PLUGGED,
1+54.6	END OF 8" WATER MAIN FROM N. 8'LT.
	S.D. G & E.
1+48	POWER POLE #3P4367, 13.5' RT.
0+83.49	OFFSET LINE 5' LT. TO UTILIZE BRUSHED-OUT LINE.
P.O.T.	
0+83.49	SET 2"x2" REDWOOD HUB & TACK
	S.D. G & E.
0+68.7	POWER POLE #P 4357, 10.2 RT.
0+20.85	END OF CONCRETE PVMT.
0+15.95	FD. LET IN CURB, 15' RT. FD. CHISELED X IN PVMT 5' LT.
	APPROX. CL OF PIPE.
0+00	EXISTING MAIN ON FAIRMOUNT AVE.

PROPOSED QUINCE ST. 8" MAIN: ALIGNMENT.



17+65.58	SET 2"X2" HUB & T. P.O.T.	W.L.	3.6' LT.
17+41.8	STUB POLE # JP 4635	7.6' RT.	
17+11.7	2" W.L. CROSSING N.-S.	APPROX 2' DEEP	
17+05.5	CENTER OF 22' DIRT ROAD.	46TH ST.	
17+01.5	1" GAS LINE CROSSING N-S,	APPROX 1.0 DEEP	
16+94.5	POWER POLE # P 4625	6.5' RT.	
16+00	2" WATER LINE E.-W.	3.4' LT.	
	POLE 15" DIA. AT BASE SUPPORTS LEAD CABLE.		
15+47.3	TELEPHONE CO. POLE # 446880 CENTERED ON LINE		
	LINE EXPOSED IN PLACES.		
15+38.7	ELBOW IN 2" W.L. FROM N. TOE.	3.0' LT.	
	PROP. COR.		
15+57.18	FD 1" PIPE TAG L.S. 2986	15.76 RT.	
14+57	TELEPHONE CO. STUB POLE # 446879H	2.9' LT.	
14+36	BASE OF GUY WIRE TO STUB POLE	3.0' LT.	
14+13	12" EUCALYPTUS TREE,	6.0' RT.	
13+51.18	FD. 2"X2" HUB & T.	1.55' LT.	
P.O.T.	NOTE; QUINCE WIDENS 20' ON N. SIDE TO 60' WIDE.		
13+44.18	SET 1"X1" HUB & T.	WEST LINE	CHAMOUNE AVE.
	W. SIDE	CHAMOUNE AVE.	
13+44.18	FD. ½" PIPE AND OLD 2"X2" HUB	PROP. COR.	25.00' LT.
	E. SIDE	45TH. ST.	
10+18	FD. OLD 2X2 HUB,	PROP. COR.	25.0 LT.
10+11	FD. 2"X2" HUB & T.	1.66 LT.	
	W. SIDE	45TH ST.	
9+58.06	FD. ¾" PIPE,	PROP. CORNER,	79.30' LT.
P.O.T.			
9+09.18	SET 1"X1" HUB & T.		



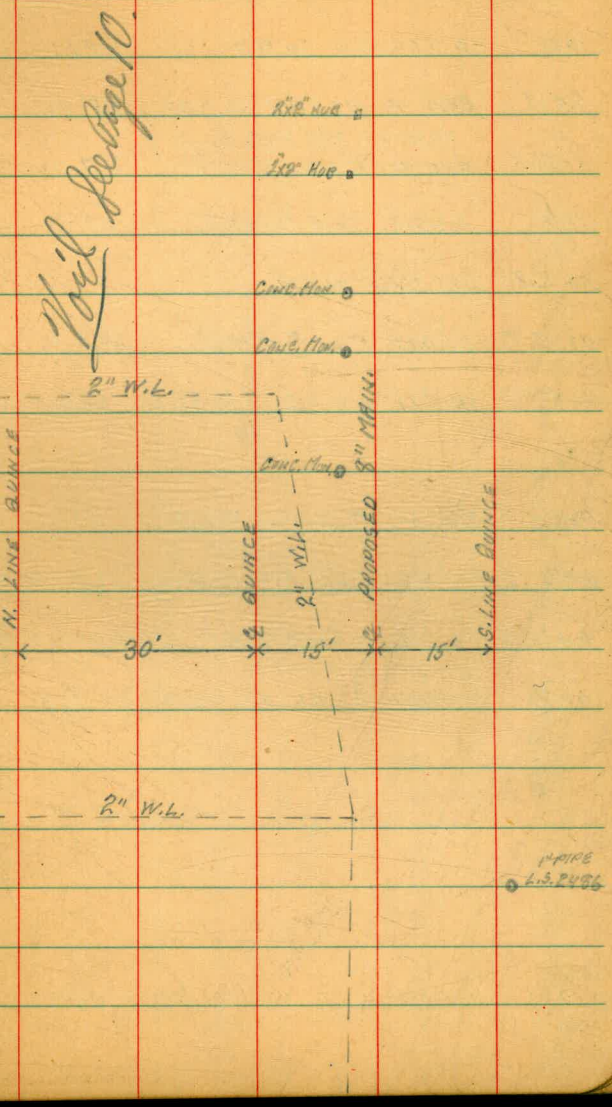
PROPOSED
QUINCE ST. 8" MAIN, CONT'D.

JAN 25, 1949

LEONARD.
WEST.
PAYNE.

7.

27+03.5	E. EDGE PVM'T. ON HOME AVE.	
26+78	W. EDGE 4" ASPHALT PVM'T ON HOME AVE.	
26+45	FD. 2"x2" HUB & T.	1.02' LT.
24+67.75	FD. 2"x2" HUB & T.	1.09' LT.
P.O.T. 23+70	SET 2"x2" HUB & T.	
	FD 2"x2" HUB	37.18' LT.
23+41.66	FD CONC. MON. L & T.	1.13' LT.
22+64.48	FD CONC. MON. L & T.	1.16' LT.
22+50 P.O.T.	SET 1"x1" HUB & T.	
22+10	2" W.L. 11.0' LT. TURNS N.	IN ALLEY.
20+11.48	FD. CONC. MON. L & T.	1.25' LT.
20+00	2" W.L.	4.6' LT.
19+50 P.O.T.	2" W.L. PARALLEL AT	3.0' LT.
19+41.04	SET 1"x1" HUB & T. 2" W.L.	2.5' LT.
19+23	TOP OF N. BANK ON OLD R.R. CUT	
19+00	2" W.L. PARALLELS LINE	1.5' LT.
18+72.7	"T" IN 2" W.L. WITH BRANCH TO N. IN BOTTOM OF OLD R.R. CUT.	1.1' LT.
18+57.51	FD. 1" PIPE & TAG L.S. 2486.	15.7' RT.
17+90	TOP OF S. BANK ON OLD R.R. CUT, NW.-SE.	
17+66	BASE OF GUY WIRE TO POLE	8.0 RT.

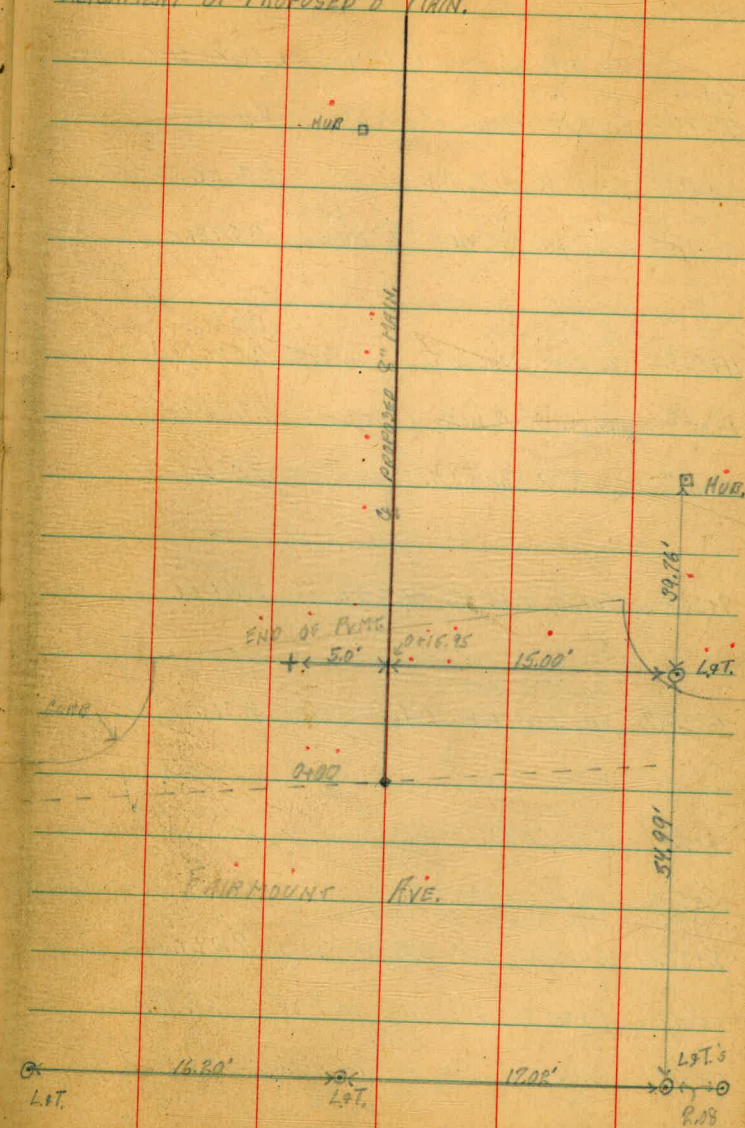


4+60	DENSE BRUSH. BOTTOM OF CANYON, RUNNING CREEK DUE TO RAIN.	
3+73 ±	FD 2X2 HUB, NO TACK	2.0 LT.
2+19	BASE OF GUY WIRE TO POLE	8.0' RT.
1+54.5	VALVE & 1' PIPE STUB, PLUGGED. END OF 2" W.L. FROM N.	33.0 LT.
1+43	S.D.G&E. POLE #3P4367.	8.4 RT.
P.O.T. 0+83.43	SET 2"X2" HUB&T.	
0+68.7	S.D.G.&E. POLE # P4357	10.2 RT.
0+55.71	FD. 1"X1" HUB & C.T. 15.08 RT.	PROP. COR.
0+31.5	END OF BLACKTOP PVMT.	
0+20.35	END OF CONC. PVMT. BEGIN BLACKTOP.	
0+15.95	FD. L&T. IN CURB 15.00 RT. CHISELED X IN PVMT 5.00 LT.	
0+00	SET NAIL IN PVMT. EXISTING 8" W.L. ON FAIRMOUNT AVE	

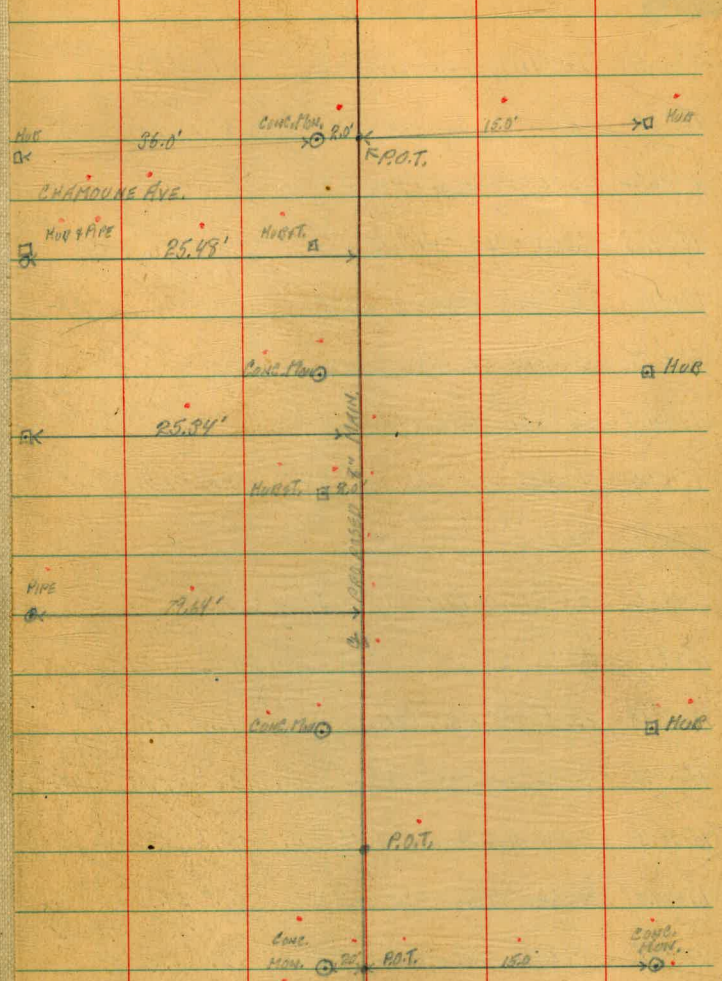
JAN. 27, 1949. LEONARD WEST PAYNE.

QUINCE ST.

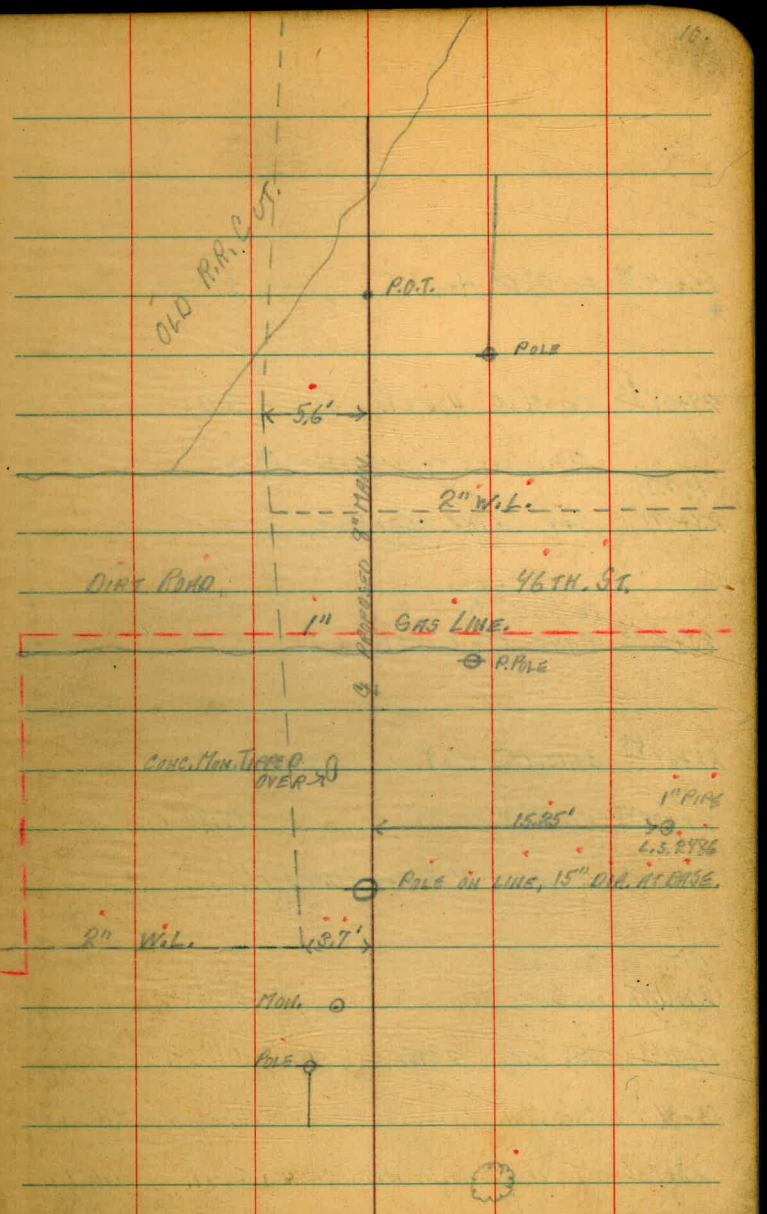
ALIGNMENT OF PROPOSED 8" MAIN.



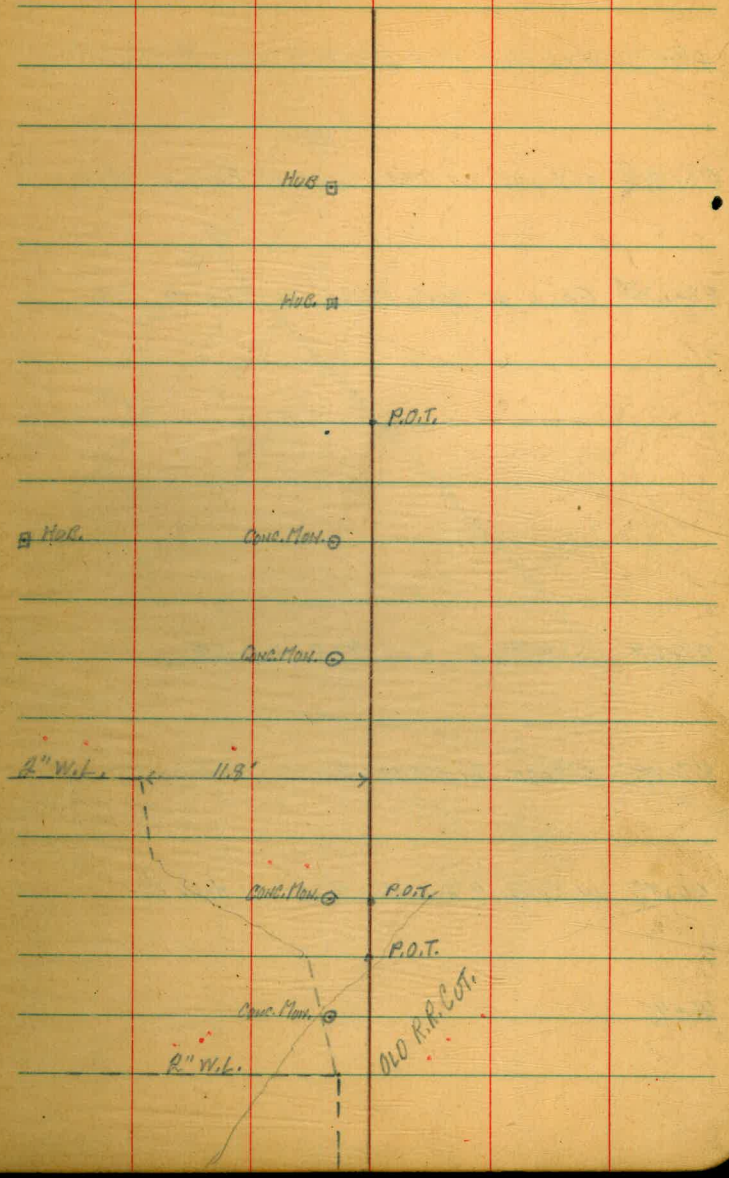
	found		
	FD. HUBS 15.0 Rt. AND 38.0 Lt. ON AN ANGLE TO LINE.		
P.O.T.	SET SPIKE. 50 PENNY		
13+97.15	FD. CONC. MON. L.&T.		R.00 Lt.
13+51.18	FD. 2"x2" HUB & C.T.		R.00 Lt.
13+44.18	FD. OLD 2"x2" HUB & ½" PIPE.		25.48 Lt.
	FD. 2"x2" HUB,		15.0 Rt.
11+23.53	FD. CONC. MON. L.&T.		2.0 Lt.
10+18	FD. OLD 2"x2" HUB.		25.84 Lt.
10+11.03	FD. 2x2 HUB & C.T.		2.0 Lt.
9+58.22	FD. ¾" PIPE & T. PROP. COR.		79.64 Lt.
	FD. 2"x2" HUB		15.0 Rt.
7+43.12	FD. CONC. MON. L.&T.		R.0 Lt.
P.O.T.			
6+00	SET SPIKE.		
5+56.10	FD. CONC. MON. L.&T.		15.0 Rt.
P.O.T.	SET SPIKE. 50 PENNY.		
5+56.10	FD. CONC. MON., L.&T.,		R.0 Lt.
5+10	BASE OF GUY WIRE TO POLE		R.9' Rt.
4+79	S.D. G&E. POLE, NO. NUMBER		R.9' Rt.



18+51.2	F.O. 1" PIPE L.S. 2486	15.05 Rt.
17+66 P.O.T.	CASE OF GUY WIRE TO STUB POLE	7.2 Rt.
17+65.2	SET SPIKE, 50 PENNY. B446881H	
17+41.8	STUB POLE # JP4635	6.8 Rt.
17+16	2" W.L. PARALELS LINE	5.6' Lt.
17+15	E. EDGE OF DIRT ROAD	
17+11.7	2" W.L. CROSSING. APPROX 2.0' DEEP	
17+01.5	1" GAS LINE CROSSING N.-S. APPROX 1.0' DEEP	
16+95	W. EDGE OF DIRT ROAD	
16+84.5	S.O.G.E. POLE # P4685 FD 2"X2" HUB & T.	5.3 Rt. 38.02 Lt.
16+81 ±	CONC. MON. TIPPED OVER ON SIDE. R.O.A.T.	
15+57.18	FD. 1" PIPE, L.S. 2486.	15.25 Rt.
15+47.9	TELE. CO. POLE # 446880 ON LINE. SUPPORTS CABLE.	
15+38.7	ELBOW IN 2" W.L. FROM N. TO E.	3.7' Lt.
15+04.07	FD. CONC. MON., LET.	R.O' Lt.
14+57	TELE. CO. STUB POLE # 446879H.	3.4' Lt.
14+96	CASE OF GUY WIRE TO POLE.	3.5 Lt.
14+19	12" EUCALYPTUS TREE	5.5 Rt.



26+45.00	Fd. 2"x2" Hub & T.	R.O Lt.	
24+67.75	Fd. 2"x2" Hub & T.	R.O Lt.	
	Descending thro Heavy Brush		
P.O.T.			
23+70	Set Spike. 50 Penny.		
	Fd. 2x2" Hub & T.	38.0' Lt.	
23+41.66	Conc. Mon. L & T.	R.O' Lt.	
22+64.48	Conc. Mon. L & T.	R.O' Lt.	
22+37.48	Fd. 2"x2" Hub & T.	14.97 Rt.	
22+10	R" W.L. 11.8 Lt. Turns N.		
P.O.T.	Set Spike. 50 Penny		
20+16.48	Fd. Conc. Mon. L & T.	R.O' Lt.	
P.O.T.			
19+41.04	Set Spike. R" W.L.	3.8' Lt.	
18+84±	Conc. Mon. L & T. in bottom of R.R. Cut	R.O' Lt.	
18+72.2	"T" in R" W.L. with branch to N.	1.6' Lt.	



28+86 EXISTING PIPE LINE, E. SIDE EUCLID AVE.

28+84.55 E. EDGE OF CONC. PVMT. ON EUCLID AVE.

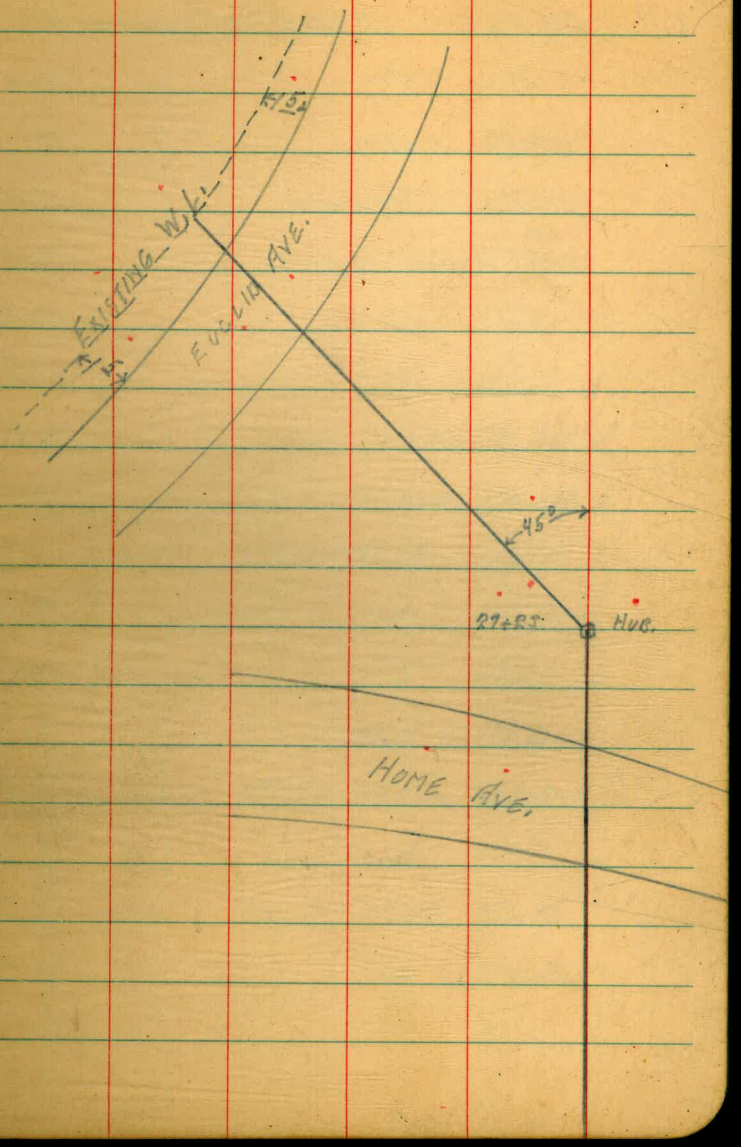
28+65.25 EDGE OF CONC. PVMT. ON EUCLID AVE.

27+83 △ 45° Lt. SET 2X2 HUB & T.

27+00.5 E. EDGE 4" ASPHALT PVMT ON HOME AVE.

26+78 W. EDGE 4" ASPHALT PVMT ON HOME AVE

26+45



B.M. BRASS PLUG S.E. COR. FAIRMOUNT & QUINCE.

BOTTOM OF GUTTER

EDGE CONC. PAVEMENT

EDGE ASPHALT PAVEMENT

TOP OF BANK

TOE OF BANK

BREAK IN SLOPE

1"x1" HUB 2+24± S'LY.

GULLY FROM RT.

QUINCE ST.
PROFILE OVER PROPOSED 8" MAIN.

B.M.	+4.47	301.66		297.19	
0+00			-4.65	297.01 ✓	
0+11			-5.00	296.66 ✓	
0+20.2			-4.87	296.79 ✓	
0+31.5			-4.40	297.26 ✓	
0+50			-4.50	297.16 ✓	
1+00			-5.30	296.36 ✓	
1+10			-5.9	295.8 ✓	
1+20			-10.5	291.2 ✓	
T.P.	+0.80	289.88 ✓	-12.58	289.08 ✓	ROCK
1+50			-2.2	287.7 ✓	
2+00			-7.8	282.1 ✓	
2+19			-10.9	279.0 ✓	
T.P.	+0.28	277.84 ✓	-12.32	277.56 ✓	1"x1" HUB
2+50			-5.0	272.8 ✓	
T.P.	+0.40	266.70 ✓	-11.54	266.30 ✓	ROCK
2+98			-4.7	262.0 ✓	
3+00			-5.2	261.5 ✓	

		266.70			
3+50			-12.2	254.5 ✓	
T.P.	+1.69	255.56 ✓	-12.88	242.87 ✓	ROCK
4+00			-4.1	251.5 ✓	
4+50			-8.7	246.9 ✓	
4+60			-10.4	245.2 ✓	
4+66			-8.4	247.2 ✓	
T.B.M.	+11.18	266.63 ✓	-0.11	255.45 ✓	SPIKE IN P.POLE
5+00			-6.4	260.2 ✓	
T.P.	+2.04	268.57 ✓	-0.10	266.59 ✓	ROCK
5+50			-2.8	265.8 ✓	
5+55.75			-2.71	265.86 ✓	
6+00			-5.9	262.8	
6+38			-11.5	257.1	
T.P.	+0.19	256.82 ✓	-12.44	256.19 ✓	ROCK
6+50			-2.7	253.6	
T.B.M.			-12.93	243.89 ✓	CONC. MON.

BOTTOM OF CANYON - CREEK BED

TOE OF BANK, ASCENDING

SPIKE IN P.P. OPPOSITE 4+79

TOP OF CONC. MON. 5+55.75 2.0 LT.

TOP OF BANK, DESCENDING.

CONC. MON. 2' LT. OF 7+43.12 ON LEAD.

CONC. MON. 2' LT. OF 7+49 12 ON LEAD

TOP OF BANK

CREEK BED

TOE OF ASCENDING SLOPE

JAN. 27, '49 LEONARD WEST PAYNE

QUINCE ST. PROPOSED 8" MAIN. PROFILE, CONT'D.

T.B.M.	+1.44	244.83 ✓		243.39	
6+75			-2.5	242.3 ✓	
6+89			-7.5	237.5 ✓	
6+95			-11.9	232.9 ✓	
7+00			-11.6	233.2 ✓	
7+17			-10.6	234.2 ✓	
T.B.M.	+11.58	254.97 ✓	-1.44	243.39 ✓	
7+50			-8.0	247.0 ✓	
T.P.	+12.08	266.90 ✓	-0.15	254.82 ✓	ROCK
8+00			-4.9	262.0 ✓	
T.P.	+12.14	278.75 ✓	-0.29	266.61 ✓	ROCK
8+50			-0.2	278.5 ✓	
T.P.	+12.77	291.29 ✓	-0.25	278.52 ✓	ROCK
9+00			-1.60	289.8 ✓	
T.P.	+6.93	297.29	-0.93	290.36 ✓	ROCK
9+50			-2.3	295.0 ✓	
10+00			-1.1	296.2 ✓	
10+50			-4.6	292.7 ✓	

QUINCE ST. PROFILE — CONTD.

		297.29 ✓			
11+00			-12.4	284.9 ✓	
T.P.	+0.53	285.07 ✓	-12.25	284.54 ✓	ROCK
11+23 53			-4.99	280.18 ✓	CONC. MON.
11+50			-10.4	274.7 ✓	
T.P.	+3.05	276.60 ✓	-11.52	273.55 ✓	ROCK
11+75			-12.5	264.1 ✓	
12+06			-0.0	276.6 ✓	
T.P.	+7.54	292.08 ✓		284.54	ROCK
12+50			-2.0	290.1 ~~292.1~~	
T.P.	+10.16	302.19 ✓	-0.05	292.08 ✓	ROCK.
13+00			-5.0	297.2 ✓	
13+44			-2.4	299.8 ~~299.4~~	
13+87.15			-1.29	300.90 ✓	CONC. MON.
14+00			-1.3	300.9 ✓	
14+50			-12.5	289.7 ✓	
T.P.	+0.26	289.85 ✓	-12.60	289.59 ✓	SPIKE IN POLE.
14+65			-2.4	287.4 ✓	
14+90			11.4	278.4 ✓	

CONC. MON. ELEV. ON LEAD.

BOTTOM OF CANYON.

USED SAME T.P. AS SECOND ABOVE.

CONC. MON. E. SIDE CHAMOUNE AVE. ON LEAD

SPIKE IN STUB POLE 9.4 LT. OF 14+57.

VERTICAL CURVE

ROCK ON LINE AT 14+90

CONC. MON. ON LEAD 2.0' LT. 15+04.07

BOTTOM OF CANYON.

ELBOW ON 2" W.L. 3.7 LT. OF 15+38.7

BASE OF TELEPHONE POLE ON LINE.

SPIKE DRIVEN INTO BASE OF POLE AT 15+47

TOE OF FILL

TOP OF FILL

OVER GAS LINE.

OVER WATER LINE.

SET SPIKE IN POLE # P-4625, N. SIDE. 5.8' RT. 16+84.5

QUINCE ST. PROFILE – CONTD.

		289.85 ✓			
T.P.	+0.40	278.84 ✓	-11.41	278.44 ✓	ROCK
15+00			-4.3	274.5 ✓	
15+04.07	2.0 LT.		-5.99	272.85 ✓	CONC. MON.
15+17.5			-13.3	265.5 ✓	
15+38.7			-5.2	273.6 ✓	
15+47.3			-1.1	277.7 ✓	
T.P.	+11.64	290.38 ✓	-0.10	278.74 ✓	SPIKE IN POLE.
15+50			-10.9	279.5 ✓	
16+00			-2.3	288.1 ✓	
T.P.	+13.03	303.29 ✓	-0.12	290.26 ✓	ROCK
16+22			-12.5	290.8 ✓	
16+40			-7.3	296.0 ✓	
16+53			-3.1	300.2 ✓	
16+94			-1.7	301.6 ✓	
17+01.5			-1.7	301.6 ✓	
17+11.7			-1.3	302.0 ✓	
SET T.B.M.			-0.87	302.42 ✓	CORRECTED. = 302.45
CHECK T.P.			-2.42	300.37 ✓	= 300.90

QUINCE ST. PROFILE, CONT'D.					
T.B.M.	+4.29	306.74		302.45	SPIKE IN POLE.
17+15			-4.3	302.4 ✓	
17+20			-1.6	305.1 ✓	
17+31			-1.6	305.1 ✓	
17+38			-3.5	303.2 ✓	
17+50			-3.6	303.1 ✓	
17+81			-1.7	305.0 ✓	
17+86			-5.5	301.2 ✓	
18+09			-11.4	295.3 ✓	
18+50			-12.9	293.8 ✓	
18+59			-14.4	292.3 ✓	
19+00			-11.6	295.1 ✓	
19+29			-3.8	302.9 ✓	
19+50			-6.4	300.3 ✓	
20+00			-10.8	295.9 ✓	
T.P.	+1.00	296.83 ✓	-11.51	295.83 ✓	CONC. MON.
20+50			-2.8	293.4 ✓	
21+00			-4.3	291.9 ✓	

SPIKE IN POLE 2 FEET, W. SIDE OF 46TH. ST.

E. SIDE OF DIRT ROAD

TOP OF BANK, S. SIDE OLD R.R. CUT.

BOTTOM OF BANK

CENTER OF OLD R.R. CUT

GULLY IN BOTTOM OF R.R. CUT

SIDE OF BANK IN CUT. FULL OF TRASH

TOP OF BANK, N. SIDE OF R.R. CUT

CONC. MON. ON LEAD, R.O.L. STA 20+11 46

QUINCE ST. PROFILE - CONT'D.

		R96.23 ✓			
21+50			-4.4	291.8 ✓	
22+06			-6.9	289.3 / 289.3 ✓	
22+50			-12.2	284.0 ✓	
T.P.	+0.91	R84.21 ✓	-12.93	283.30 ✓	IRON PIN
			-1.73	282.48 ✓	CONC. MON.
23+00			-5.2	279.0 ✓	
T.B.M.			-12.08	272.13 ✓	CONC. MON.
			JAN 28.	LEONARD - WEST	
	+0.59	RTR.72 ✓			
23+50			-1.7	271.0 ✓	
23+70			-5.3	267.4 ✓	
T.P.	+0.59	R60.98 ✓	-12.33	260.39 ✓	ROCK.
24+00			-2.0	259.0 ✓	
24+29 T.P.	+0.29	248.40 ✓	-12.87	248.11 ✓	STAKE WITH NAIL IN TOP
24+50			-8.2	240.2 ✓	
24+65 T.P.	+0.06	235.39 ✓	-13.07	235.33 ✓	STAKE WITH NAIL IN TOP
T.P.	+0.81	222.81 ✓	-12.89	222.50	NAIL IN STUMP
25+00			-1.2	221.6 ✓	

SET PIN ON LINE FOR TURN.

CONC. MON. R.O LT. 22+64.48

CONC. MON. R.O LT. 23+41.66

TOP OF STEEP BANK.

ROCK 5' RT. OF 24+00

DROVE STAKE & NAIL IN TOP STA 24+29 ±

DROVE STAKE WITH NAIL IN TOP STA 24+65±

DROVE NAIL IN TOP OF STUMP 5' RT. STA 25+00±

		222.81			
T.P.	+1.48	211.46	-12.85	209.98	1X1 HUB
25+50			-3.7	207.8	
25+60			-5.6	205.9	
25+73			-5.3	206.2	
25+76			-8.0	203.5	
25+95			-8.8	202.7	
26+00			-7.7	203.8	
26+11			-7.6	203.9	
26+13			-6.5	205.0	
26+50			-2.3	209.2	
T.P.	+12.98	221.36	-3.02	208.44	
26+59			-10.5	210.9	
26+66			-5.8	215.6	
26+71			-5.6	215.8	
26+72			-6.4	215.0	
26+78			-6.0	215.4	
27+05.6			-4.3	217.1	
SET T.B.M.			-3.99	217.97	

1X1 HUB 2' RT OF STA 25+42

CREEK 1' LT. OF LINE 1.5 LOWER

" 2' LT " " 2.2' LOWER

CREEK BED, ON LINE

CREEK BED IN BOTTOM OF CANYON

ON RXR. HUB, 2.0 LT. OF STA. 26+45.

TOE OF FILL, W. SIDE HOME AVE.

BERM TOP, W. SIDE HOME AVE

GUTTER.

W. EDGE PVM'T. HOME AVE.

E. EDGE PVM'T. HOME AVE

TOP OF 1¾" PIPE IN CONC. FOUNDATION W. SIDE OF HOME & EUCLID AVE'S.

EDGE CONC. ON EUCLID AVE. W. SIDE

EDGE CONC. ON EUCLID AVE. E. SIDE.

TOP OF EXISTING W.L. ON EUCLID AVE.

T.B.M.	+6.58	224.49		217.97 ✓
27+23			-6.97	217.52 ✓ ON HUB
27+50			-5.4	219.1 ✓
28+00			-3.1	221.4 ✓
28+50			-1.3	222.2 ✓
28+25			-1.8	222.7 ✓
28+63.55			-3.09	221.40 ✓ EDGE CONC.
28+84.55			4.50	219.99 ✓ EDGE CONC.
28+86	(34" BELOW TOP OF PVMT.)			217.2± TOP OF PIPE.

Quince St. P.L.

Profile 8'0 Offsets

		~~Euclid~~ Quince			Pipe
BM.B.P. SE. cor.		Fairmount		297.19	Grade.
	5.05	302.24			
0+50			5.0	297.2	293.0
1+00			6.6	295.6	289.2
1+13			9.4	292.8	288.5
TP#1			12.76	289.48	
	0.75	290.23			
1+50			3.9	286.3	282.0
2+00			12.1	278.1	273.8
TP#2			13.03	277.20	
	0.77	277.97			
2+37			6.3	271.7	268.0
2+50			8.7	269.3	265.5

cuts

4.2
6.4
4.3
4.3
4.3
3.7
3.8

					Cuts
		277.97			
T.P. #3			12.87	265.10	
	0.53	265.63			
2+90			3.6	262.0	258.0 4.0
3+25			8.3	257.3	253.6 3.7
3+50			11.2	254.4	250.6 3.8
4+00			14.1	251.5	248.0 3.5
4+50			12.4	253.2	249.5 3.7
4+72			10.6	255.0	250.2 4.8
5+00			6.7	258.9	253.6 5.3
5+13			4.5	261.1	255.0 6.1
5+33			3.3	262.3	256.1 6.2
5+63			3.7	261.9	256.1 5.8
5+87			5.0	260.6	254.6 6.0
6+00			6.5	259.1	253.0 6.1
6+13			8.2	257.4	251.5 5.9
T.P. #4			12.29	253.34	
	0.16	253.50			

Rainey Shipman West

		253.50				
6+45			1.0	252.5	245.5	7.0
~~Out~~			4.7	248.8		
6+75			7.2	246.3	240.6	5.7
7+00			11.5	242.0	240.6	1.4
7+45			8.2	~~245.3~~	~~239.0~~	~~6.3~~ Out
7+65			1.9	251.6	245.6	6.0
T.P. #5			0.28	253.22		
	12.77	265.99				
8+00			3.8	262.2	258.2	4.0
T.P. #6			0.40	265.59		
	12.82	278.41				
T.P. #7			0.06	278.35		
	11.91	290.26				

					cuts
		290.26			
8+63			10.0	280.3	274.7	5.6
9+00			1.7	288.6	281.0	7.6
T.P. #8			0.81	289.45		
	10.30	299.75			
9+50			5.0	294.8	285.5	9.3
9+98			3.2	296.6	286.5	10.1
Ck to ℄			3.5	296.2	296.2 Corr

King Shipman West 6-20-49 26.

Profile 4' offsets
6" P.L. - 36th Rigal - on Acacia St. - 14' So. ℄

B.M.	1.64	43.65		42.01		36th + Boston - Conc. Mon
T.P.	0.73	33.05	11.33	32.32		
0+50			9.0	24.0	23.0	4.8
1+00			8.7	24.3	23.4	4.7
1+50			8.5	24.5	23.9	4.4
1+56	℄ Sivast.					
2+00			8.1	24.9	24.6	4.1
2+50			6.8	26.2	25.6	4.4
3+00			5.5	27.5	26.6	4.7
T.P.	7.26	34.86	5.45	27.60		
3+50			6.8	28.1	27.4	4.5
4+00			6.2	28.7	28.2	4.3
4+50			5.6	29.3	29.0	4.1
5+00			5.3	29.6	29.0	4.4
5+50			5.1	29.8	28.8	4.8
6+00			5.4	29.5	28.7	4.6

		34.86				
6+50			6.5	28.4	28.6	4.0
7+00			7.4	27.5	28.3	4.0
7+50			7.5	27.4	28.1	4.0
8+00			6.4	28.5	27.8	4.4
T.P.	11.85	44.38	2.33	32.53		
B.M.			2.35	42.03	42.01	
	Profile 4' offsets - 2 St. 36th Acacia					
T.P.	+3.80	36.33		32.53		
0+00			5.0	31.3	31.4	4.0
0+50			4.4	31.9	31.0	4.9
1+00			4.4	31.9	30.8	5.1
1+50			5.1	31.2	30.4	4.8
2+00			5.8	30.5	30.0	4.5
2+50			5.7	30.6	29.7	4.9
3+00			5.7	30.6	29.5	5.0
3+50			6.1	30.2	29.0	5.0
			-3.80	32.53		

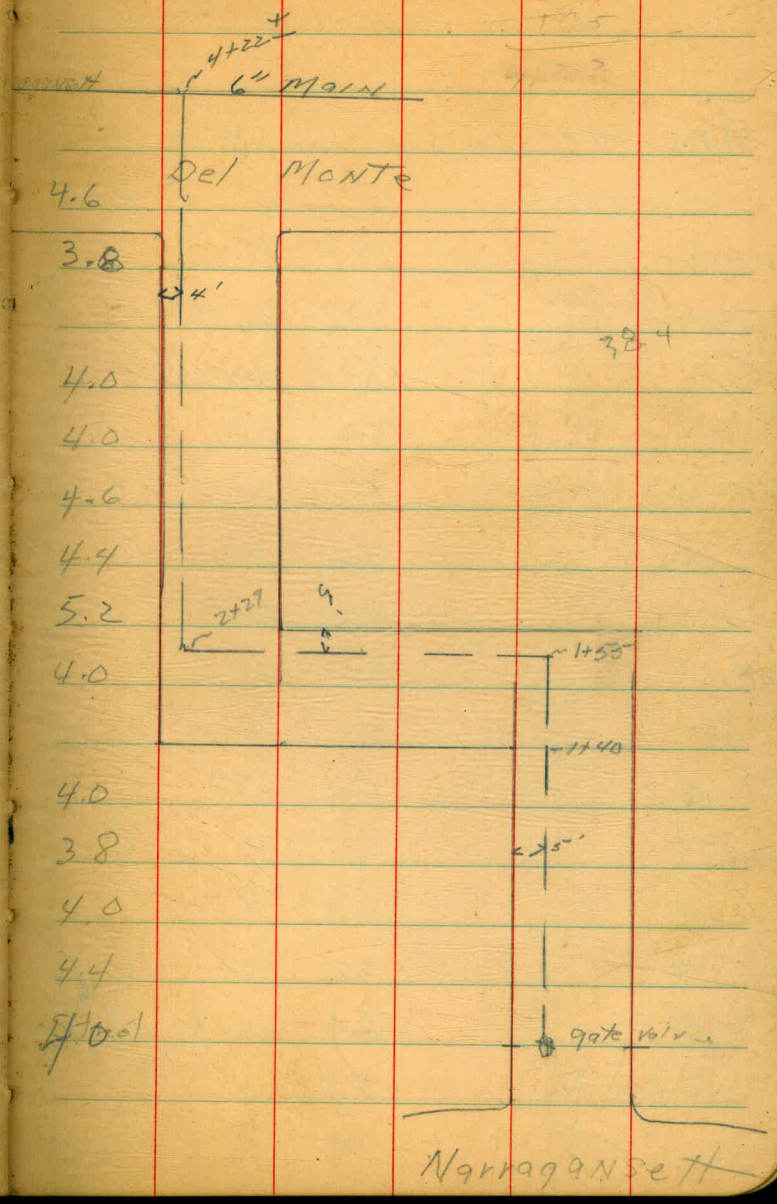
Pro

Profile 4' Offsets

BK 70 - Ocean Beach

B.M.	6.73	25.13		19.00	N.W. Cor Bacon Nor
T.P.	130.2	38.25	0.50	25.23	
0+00			4.6	34.3	33.7
0+50			0.4	37.9	38.4
T.P.	6.99	44.79	0.45	37.80	
1+00			6.5	38.3	39.6
1+40			5.2	39.6	39.8
1+55			4.4	40.4	39.8
1+79			5.5	39.3	38.9
2+04			5.8	39.0	37.8
2+31			8.5	36.3	36.4
T.P.	3.45	39.75	8.49	36.30	
2+55			2.3	37.5	38.8
2+95			1.7	38.1	37.9
3+35			2.3	37.5	37.7
3+75			4.2	35.6	35.2
4+15			4.3	35.5	
T.P.	2.44	37.10	8.09	31.66	
	3.49	28.40	9.19	29.91	
			452	13.88	

28.



Profile 4'offsets -6" PL
Evans st. Imperial ~~to~~ Ocean View

King 6-22-49
West
Shipman

B.M.	5.51	70.71		65.20	Lot. N.E. Cor. Commercial & Evans
0+00			3.1	67.6	4.0
~~Curb~~			3.8	66.9	
0+50			3.7	67.0	62.4 4.6
Curb			4.2	66.4	
1+00			4.2	66.4	62.1 4.3
Curb			4.6	66.1	
1+50			4.8	65.9	61.6 4.3
Curb			5.1	65.6	
2+00			5.1	65.6	61.2 4.4
Curb			5.4	65.3	
2+50			5.2	65.1	60.9 4.2
Curb			5.8	64.9	
3+00			6.1	64.6	60.6 4.0
3+50			6.6	64.6	61.4 4.0
Curb ~~East side~~			5.3	65.4	
4+00			5.8	64.9	60.9 4.0

		70.71				
4+50			5.3	65.4	61.9	4.0
Curb-East			4.8	65.9		
5+00			4.6	66.1	62.4	3.9
Curb			4.3	66.4		
T.P	7.89	74.62	3.98	66.73		
5+19			8.1	66.5	62.5	4.0
5+50			7.9	66.7	62.1	4.6
Curb			8.5	66.1		
6+00			7.4	67.2	62.8	4.4
Curb			7.8	66.8		
6+50			7.0	67.6	63.4	4.2
Curb			7.3	67.4		
7+00			6.2	68.4	64.0	4.4
Curb			6.6	68.0		
7+50			5.7	68.9	64.6	4.3
Curb			6.0	68.6		

		74.62				
8+00			5.1	69.5	65.2	4.3
Curb			5.4	69.2		
8+50			4.4	70.2	65.9	4.3
Curb			4.7	69.9		
9+00			3.5	71.1		4.3
NO Curb						
9+50			2.0	72.6	68.7	3.9
Curb			1.9	72.7		
T.P.	11.82	86.04	0.40	74.22		
10+00			9.2	76.8	72.8	4.0
curb			9.2	76.8		
10+50			5.2	80.8	76.8	4.0
curb			5.2	80.8		
11+00			1.3	84.7		4.0
curb			1.3	84.7		
T.P.	10.89	96.57	0.36	85.68		

96.57

11+50	7.9	88.7	84.7	4.0
Curb	7.9	88.7		
12+00	3.9	92.7	88.8	3.9
curb	3.8	92.8		
12+50	1.7	94.9		4.0
No Curb	—			
B.M.	1.64	94.93	94.98	N.E. Cor Ocean View & Evans

Profile 4' Offsets
6" CI - 33rd Date to 4 st.

B.M.	2.86	23.774	234.88	
0+00		3.2	231.45	C4.3
		2.9	234.8	
0+50		3.3	233.4	C4.0
		3.5	234.4	
1+00		3.8	3.9	4.2
		3.6	4.1	
1+50		4.2	3.5	4.1
		4.1	3.6	
2+00		4.5	3.2	4.1
		4.4	3.3	
2+50		4.9	2.8	4.0
		4.9	2.8	
3+00		5.2	2.5	4.0
		5.2	2.5	
3+50		4.9	2.8	4.0
		4.9	2.8	

		237.74			
4+00			5.6	232.1	4.2
			5.4	2.3	
4+50			7.7	0.0	4.2
			7.5	0.2	
5+00			10.8	227.7	4.3
			9.6	228.1	
5+50			12.0	225.7	4.2
			11.8	225.9	
T.P	1.18	226.52	1232	225.42	
6+00			5.0	223.5	4.2
			2.8	3.7	
6+50			5.1	1.4	4.0
			5.3	1.2	
7+00			6.9	119.7	4.8
			7.5	119.0	
7+50			7.6	118.9	4.5
.5 trail					

		22652			
8+00			10.4	116.1	4.4
			10.8	115.9	
~~8+50~~					
T.P.	1.27	21476	13.83	213.49	
8+50			3.7	111.0	4.5
			4.3	110.4	
9+00			8.7	106.0	4.4
			9.1	105.6	
T.P.	1.16	203.16	12.76	202.00	
9+50			2.1	101.0	4.6
			2.8	100.3	
10+00			7.1	99.0	4.6
			7.7	95.4	
10+50			12.3	90.8	4.3
			12.6	00.5	
T.P.	2.29	192.55	12.90	190.26	

		192.55			
11+00			4.3		4.3
Street					
11+50			5.1		4.5
Cyrb return S.W.			5.6		
12+00			8.7		4.7
			8.8		
12+50			12.5		4.1
			12.6		
T.P.	1.45	180.97	13.03	179.52	
13+00			4.8		4.1
			4.7		
13+50			8.5		4.1
			8.4		
14+00			14.9		
	11.01	191.63	0.35	180.62	
			3.68	187.95	188.0

B.M.	0.10	342.14			342.04	Top F.H. Roselawn & Landis
6+94.33			2.8	39.4	335.5	3.9
6+50			3.3	38.9	35.0	3.9
6+00			4.0	38.2	34.4	3.8
5+50			5.1	37.2	33.4	3.8
5+00			5.9	36.3	32.4	3.9
4+50			6.7	35.5	31.6	3.9
4+00			7.4	34.8	30.9	3.9
3+50			7.6	34.6	30.4	4.2
3+00			8.4	33.8	29.6	4.2
					2	
T.P.	4.09	337.89	8.36	333.80		
2+50			4.9	33.0	29.1	3.9
2+22.20			5.1	32.8	29.1	3.7
2+03.80			4.1	33.8	29.3	4.5
1+50			4.8	33.1	29.3	3.8
1+00			4.0	33.9	30.0	3.9
0+50			3.2	34.7	30.8	3.9 Curb 2.53 335.34

D750

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9+(20—16)÷2 or 2 ft. added to 41.9 =43.9. For slopes of 1 on 1 see inside of front cover.

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Please Return to
City of San Diego Water Dept.
Room 203 Civic Center
Telephone Main 5161